



Accessory Fitting Instructions

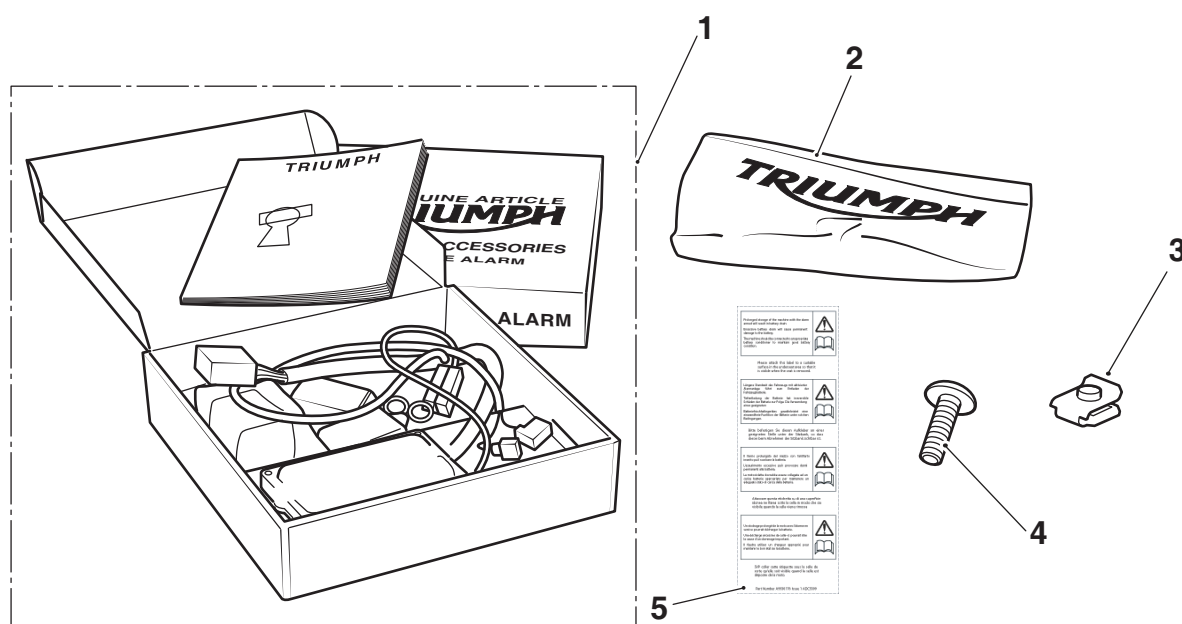
Alarm/Immobiliser Kit	
Kit number	Models Affected
A9808123	Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height), Street Triple RS

Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Completely read all of these instructions before commencing the installation of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.

These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.

Parts supplied



1. Alarm/immobiliser kit	1 off	4. Fixing, M5 x 16 mm	1 off
2. Fitting kit	1 off	5. Battery drainage label	1 off
3. Captive nut	1 off		



Warning

The accessory kits covered in this instruction are designed for use on specific models of Triumph motorcycle. The accessory kits and the models applicable are listed at the start of the instruction. They should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting an accessory kit to a Triumph model not listed, or to any other manufacturer's motorcycle will affect the performance, stability and handling of the motorcycle. This may affect the rider's ability to control the motorcycle and may result in loss of motorcycle control and an accident.



Warning

Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.



Warning

A torque wrench of known accurate calibration must be used when fitting this accessory kit. Failure to tighten any of the fasteners to the correct torque specification may result in loss of motorcycle control and an accident.



Warning

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported to prevent risk of injury from the motorcycle falling.



Warning

Prolonged storage of the machine with the alarm armed will result in battery drain. Excessive battery drain will cause permanent damage to the battery. The machine should be connected to an appropriate battery conditioner to maintain good battery condition.

Note:

- Triumph offers a broad range of approved genuine accessories for your motorcycle. We cannot therefore cover all possible equipment variations in these instructions. For removal and installation of Triumph Genuine Accessories, always refer to the instructions supplied with the respective accessory kit. To obtain additional copies of any Triumph accessory instructions, visit www.triumphinstructions.com or contact your authorised Triumph dealer.

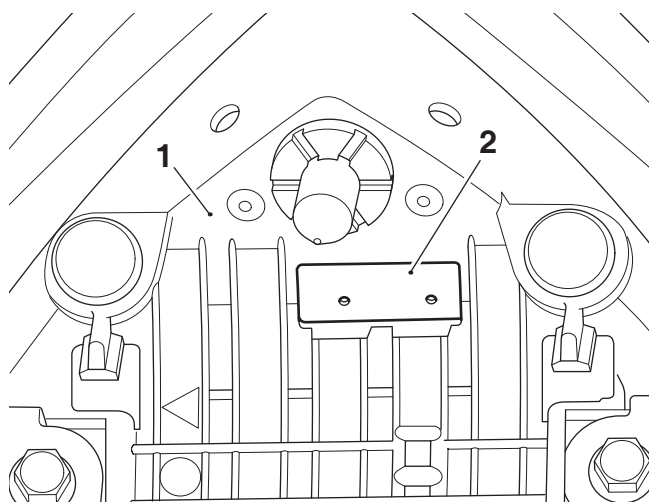
Note:

- Power supply voltage range - 12 volt DC negative earth.
 - System current consumption <2.5 mA in armed condition.
 - Once the Alarm/Immobiliser has been fitted, it will become an integral part of the motorcycle and cannot be removed.
 - Completely read all of the instructions before commencing the installation and set up of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.
 - Prior to installation, record the serial number from the underside of the alarm unit on the alarm installation certificate.
- Remove the rider and pillion seats, or where applicable the seat cowl, as described in the Owner's Handbook.
 - Disconnect the battery, negative (black) lead first.
 - If fitted, remove the accessory disc lock kit from the area below the passenger seat.

Reed-Switch Magnet Fitment

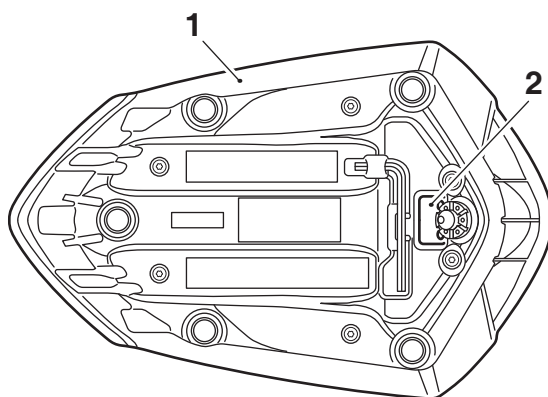
- Place the pillion seat, or seat cowl on a clean non-abrasive surface and locate the reed-switch magnet mounting area on the underside of the seat or seat cowl as shown below. Note the pre-drilled reed-switch magnet fixing holes.

Pillion Seat



- Seat base
- Mounting area, reed-switch magnet

Seat Cowl



- Seat cowl
- Mounting area, reed-switch magnet



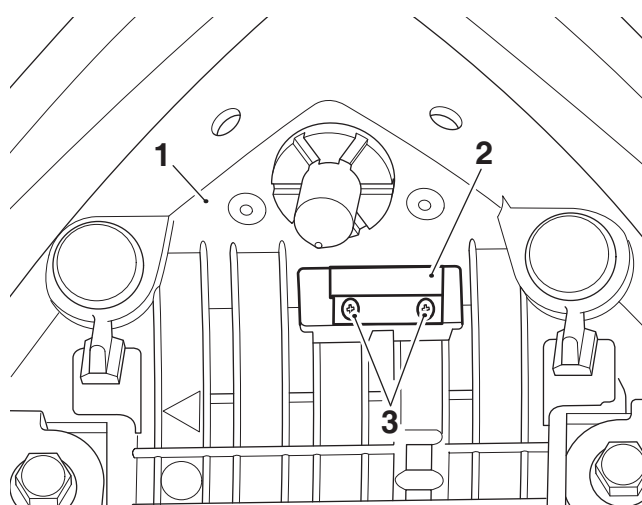
Caution

When fitting self-adhesive parts, care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal or re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.

Note:

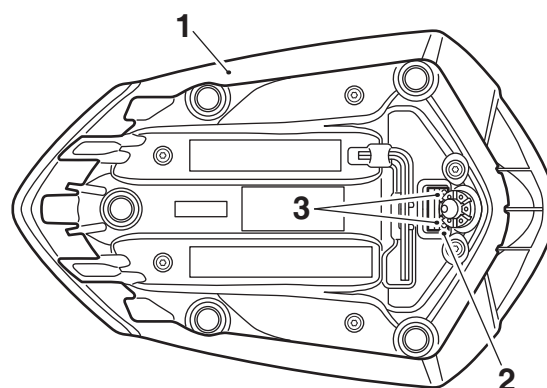
- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surface to which the reed-switch magnet is affixed must be clean and dry to ensure that the adhesive has a sound base to adhere to. Use the cleaning wipe supplied for this purpose.
- Peel off the backing strip from the adhesive pad on the reed-switch magnet.
 - Align the reed-switch magnet to the fixing holes on the underside of the seat or seat cowl, in the orientation shown. Apply firm and even pressure to the magnet to ensure a good bond is achieved. Secure using the self-tapping screws provided.

Pillion Seat



- Seat base
- Reed-switch magnet
- Self-tapping screw

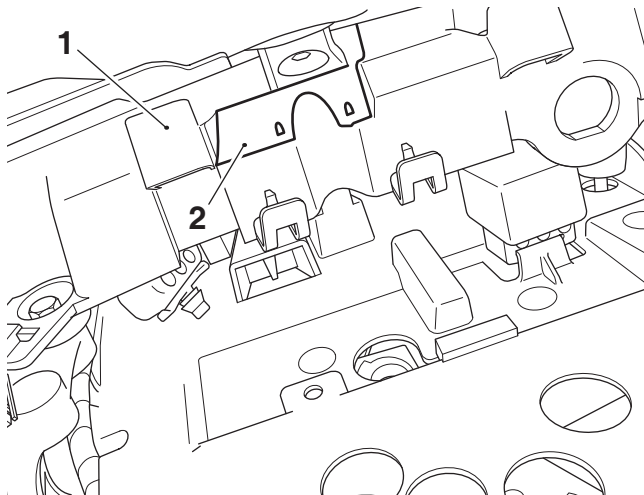
Seat Cowl



- Seat cowl
- Reed-switch magnet
- Self-tapping screw

Reed-Switch Fitment

7. Locate the reed-switch mounting area on the seat bridge moulding below the pillion seat. Note the pre-drilled reed-switch fixing holes.



1. Seat bridge moulding
2. Mounting area, reed-switch



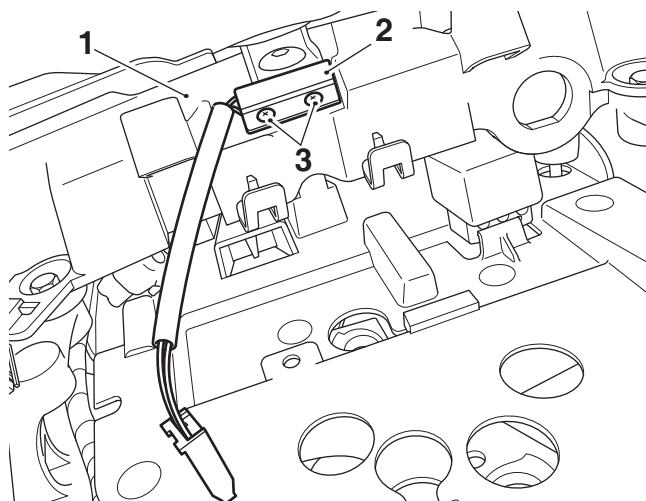
Caution

When fitting self-adhesive parts, care must be taken to ensure positioning is correct and accurate. Once the adhesive has been attached to the mounting surface, there is no satisfactory method of removal or re-positioning if incorrectly aligned. Initial bonding is instant, full bonding is achieved after 72 hours.

Note:

- Read the warning notices printed on the cleaning wipe packet in the fitting kit.
 - The surface to which the reed-switch and cable clip are affixed must be clean and dry to ensure that the adhesive has a sound base to adhere to. Use the cleaning wipe supplied for this purpose.
8. Peel off the backing strip from the adhesive pad on the reed-switch.

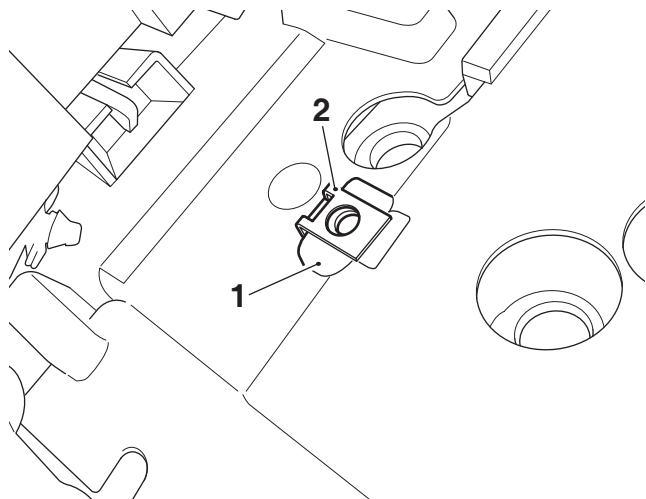
9. Attach the reed-switch to the seat bridge moulding, aligning the fixing holes in the orientation shown. Apply firm and even pressure to the reed-switch to ensure a good bond is achieved. Secure using the self-tapping screws supplied.



1. Seat bridge moulding
2. Reed-switch
3. Self-tapping screw

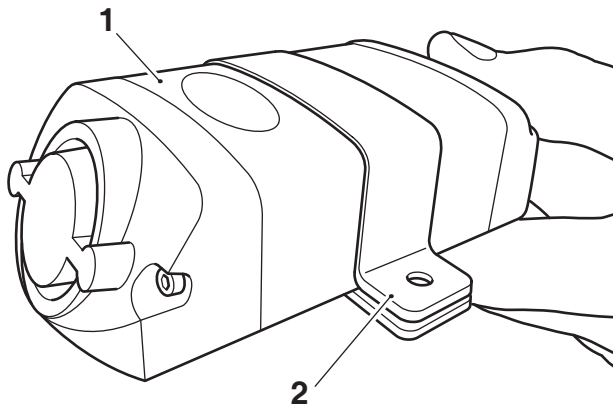
Alarm/immobiliser Unit Fitment

10. Fit the captive nut provided on to the undertray moulding, in the orientation shown below.



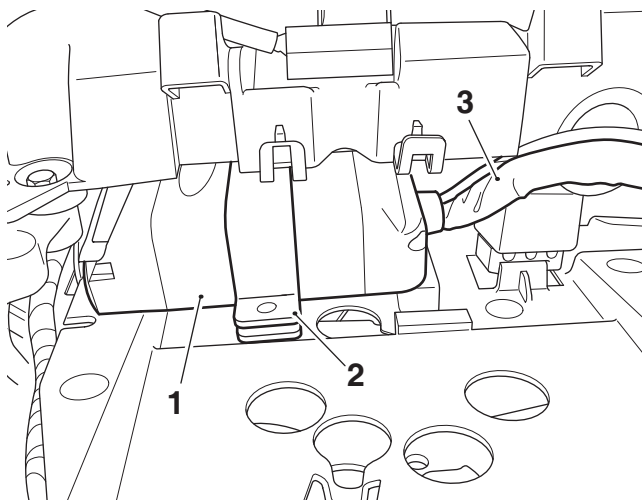
1. Undertray moulding
2. Captive nut

11. Fit the mounting bracket on to the alarm/immobiliser, in the orientation shown.



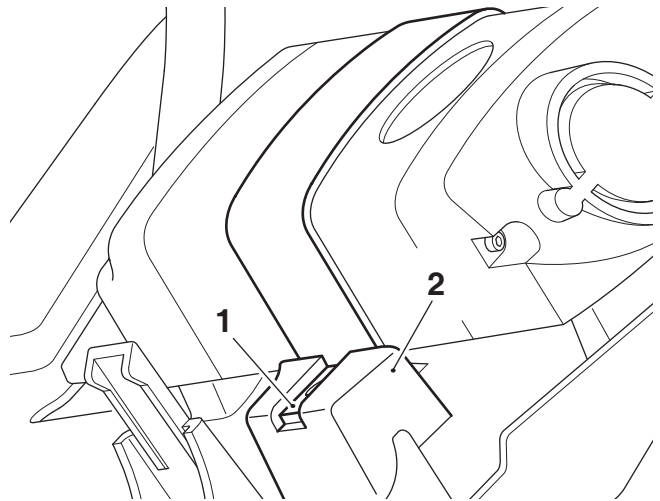
1. Alarm/immobiliser
2. Mounting bracket

12. Fit the alarm unit and mounting bracket into the undertray moulding with the alarm harness positioned on the right hand side of the motorcycle.



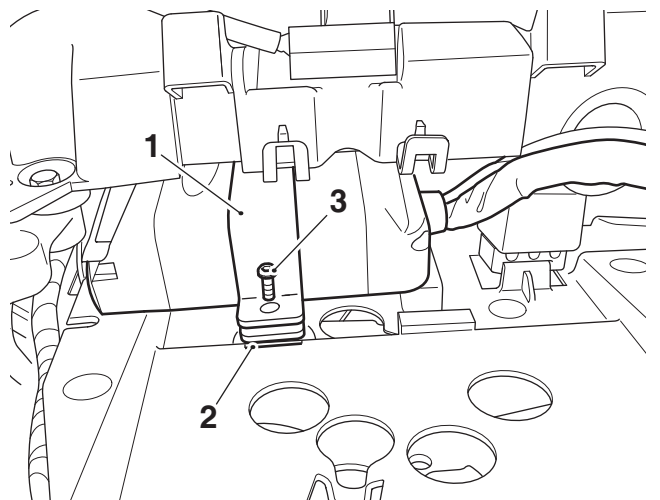
1. Alarm/immobiliser
2. Mounting bracket
3. Alarm/immobiliser wiring

13. Ensure the front section of the mounting bracket locates in the retaining clip on the undertray moulding, as shown.



1. Mounting bracket
2. Retaining clip

14. Align the mounting bracket with the captive nut. Fit the M5 x 16 mm fixing provided. Tighten the fixing to **2 Nm**.



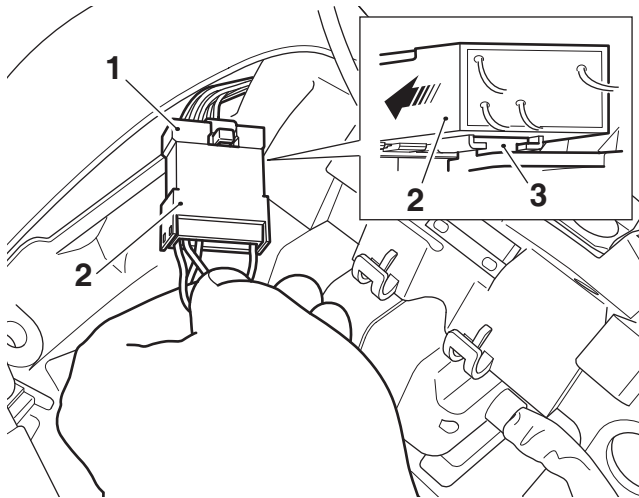
1. Mounting bracket
2. Captive nut
3. Fixing, M5 x 16 mm

15. Locate the twelve way alarm connector on the main wiring harness.

Note:

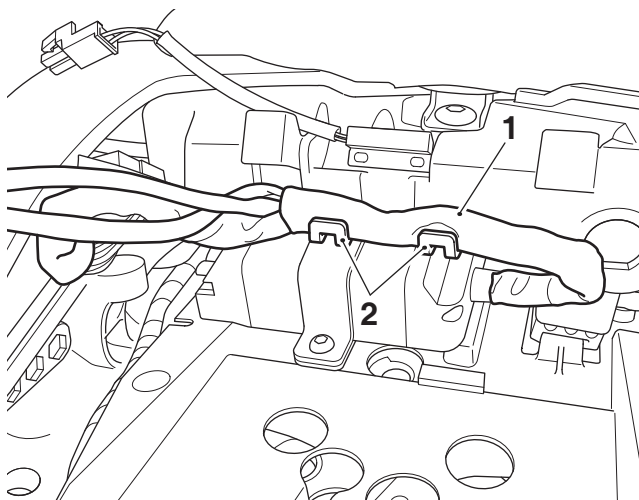
- The twelve way alarm connector is an unused black coloured terminal block. The shorting plug is the cover for this terminal block which is fitted with a double hoop of black cable.
- The shorting plug must be returned to DATATOOL along with the registration documentation.

16. Push the twelve way connector and shorting plug towards the left hand side of the motorcycle to detach the shorting plug from the mounting on the undertray moulding. Remove the shorting plug from the twelve way connector.



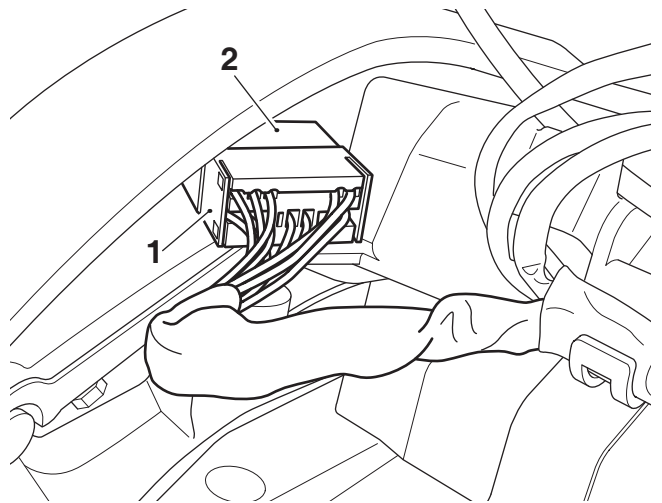
1. Twelve way connector
2. Shorting plug
3. Shorting plug mounting

17. Route the alarm wiring harness across to the left hand side of the motorcycle and attach to the retaining clips, as shown.



1. Alarm/immobiliser wiring
2. Retaining clips

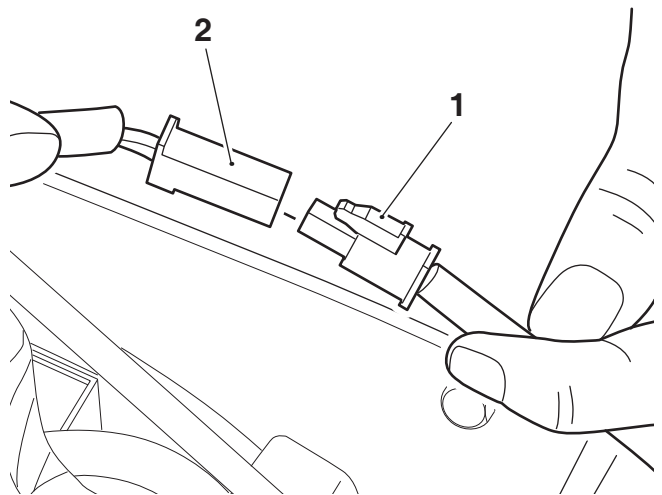
18. Connect the alarm/immobiliser wiring to the main wiring harness twelve way alarm connector.



1. Alarm/immobiliser wiring connector
2. Twelve way connector

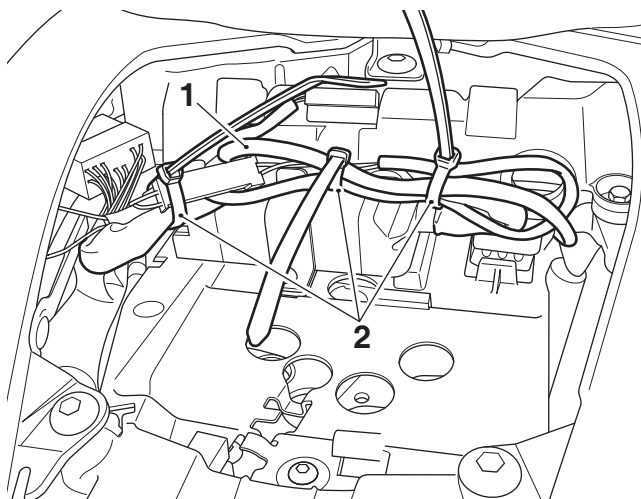
19. Attach the alarm/immobiliser wiring harness connector to the shorting plug mounting on the undertray moulding.

20. Connect the reed-switch wiring to the alarm/immobiliser wiring harness.



1. Reed-switch wiring connector
2. Alarm/immobiliser wiring connector

21. Ensure all alarm/immobiliser wiring is secured tidily with the cable ties provided, as shown.



1. Alarm/immobiliser wiring

2. Cable ties



Warning

When cutting cable ties, always use the correct tools and personal protection equipment. Failure to use these may result in personal injury

22. Trim off any excess cable tie material.
23. Reconnect the battery, positive (red) lead first.
24. If previously removed, refit the disc lock kit.
25. Refit the rider and pillion seats, or where applicable the seat cowl and check all the functions of the alarm, as detailed in the user guide.
26. Complete the certificate supplied with the alarm kit and return to the customer. The certificate of installation must be retained by the customer as proof of alarm fitment.

Note:

- The alarm/immobiliser is protected by fuse number 1 (10 Amp.) in the motorcycle fuse box.

Post Installation Checks

- The alarm is supplied to the dealer set in winter mode. Turn ON the ignition to activate the alarm system. As the alarm activates it will emit a series of beeps before triggering.
- Turn OFF the ignition and disarm the alarm with one of the remote transmitters.
- Check both alarm transmitters supplied for correct operation by arming and disarming the alarm a few times.
- Check that the motorcycle electrical components (lights, horn, etc.) function correctly.
- The alarm must be tested for correct operation and functionality. Any necessary adjustments can be carried out via the alarm software switches. A Personal Identification Number is required to make adjustments to the alarm software. Refer to the operating instructions provided to set a PIN. Inform the customer of any PIN set.
- Check the operation of the movement sensor. Adjust if necessary at software switch 4.
- Check the operation of the nudge sensor. Adjust if necessary at software switch 5.
- Check the operation of the proactive trigger switch.
- Check the operation of the alarm LED.

The above checks and adjustments will reduce the possibility of false alarm activation.

Alarm Contents List

1. Alarm unit	1 off
2. Transmitter	2 off
3. S4 user guide	1 off
4. Quick reference guide	1 off
5. Certificate of installation	1 off

Fitting Kit Contents

1. Adhesive backed reed-switch	1 off
2. Adhesive backed magnet	2 off
3. M3 x 8 mm self-tapping screw	6 off
4. Alarm mounting bracket	1 off
5. Cable ties	4 off
6. Isopropanol wipe	1 off

Note:

- It is a Thatcham requirement that the MIRRC evaluation number is also shown on the certificate of the installation supplied to the customer. This evaluation number varies from Triumph model to model, dependent upon the fitting kit used.
- Write the relevant MIRRC evaluation number as indicated below onto the certificate of the installation, next to the alarm serial number.

Triumph Kit part number	Model	MIRRC Evaluation Number
A9808123	Street Triple S, Street Triple S 660cc, Street Triple R from VIN 793032, Street Triple R LRH (Low Ride Height), Street Triple RS	TMC1-314/0609



Warning

Never ride an accessory equipped motorcycle at speeds above 80 mph (130 km/h).

The presence of accessories will cause changes in the stability and handling of the motorcycle. Failure to allow for changes in motorcycle stability may result in loss of motorcycle control and an accident.

Remember that the 80 mph (130 km/h) limit will be reduced by the fitting of non-approved accessories, incorrect loading, worn tyres, overall motorcycle condition and poor road or weather conditions.



Warning

Only operate this Triumph motorcycle at high speed in closed-course, on-road competition or on closed-course racetracks. High-speed operation should only be attempted by riders who have been instructed in the techniques necessary for high-speed riding and are familiar with the motorcycle's characteristics in all conditions.

High-speed operation in any other circumstances is dangerous and may lead to loss of motorcycle control and an accident.



Warning

The motorcycle must not be operated above the legal road speed limit except in closed-course conditions.